

TESTIMONY OF

**TODD T. PARFITT
DEPUTY DIRECTOR
DEPARTMENT OF ENVIRONMENTAL QUALITY
STATE OF WYOMING**

BEFORE THE

**SENATE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
SUBCOMMITTEE ON CLEAN AIR AND NUCLEAR SAFETY**

THOMAS R. CARPER, CHAIRMAN

**AT ITS HEARING ENTITLED
“FEDERAL EFFORTS TO PROTECT PUBLIC HEALTH
BY REDUCING DIESEL EMISSIONS”**

MAY 12, 2011

Good afternoon Mr. Chairman. My name is Todd Parfitt and I am the Deputy Director of the Wyoming Department of Environmental Quality. Also here with me today is Jennifer Frazier, an air quality engineer with the Department of Environmental Quality. I wish to thank Chairman Carper, Senator Barrasso and the members of this Subcommittee for inviting the State of Wyoming to testify at this hearing today.

Today I will speak briefly on Wyoming's perspective of the benefits of the Diesel Emissions Reduction Act, DERA, in reducing diesel emissions and improving public health.

Wyoming is a state rich in natural resource reserves that provide a significant amount of the nation's energy. As such, Wyoming's economy is largely dependent on and driven by the mineral exploration and extraction industry. Wyoming recognizes and places great value on the protection of its natural resources (air, water and land). The mission of the Wyoming Department of Environmental Quality is, "to protect, conserve and enhance the quality of Wyoming's environment for the benefit of current and future generations." As we carry out our mission, we do so with the understanding that it must be done in a balanced manner, protecting our natural resources while maintaining the State's economic strength and stability.

Oftentimes, new environmental regulations fail to adequately recognize the impacts created for industry and for the state agencies that are ultimately charged with their implementation. This is not the case with DERA. Through DERA Wyoming has successfully implemented voluntary programs that achieve reductions in diesel emissions from sources that are not covered under existing regulations. Wyoming has participated in the DERA State Grant program since 2008 and the DERA National Grant program since 2009.

Voluntary programs like DERA are far less costly for the state to implement than traditional regulatory programs or standards. This voluntary program has achieved desired reductions in air pollution without the negative implementation costs to both the regulators and the regulated community. The DERA program has been efficiently run by both EPA and the State with little negative impact on state resources. Whereas, new

regulations often increase workload and require the State to augment staff, draft new rules and regulations; conduct public hearings, and increase inspection, compliance, monitoring and enforcement efforts.

Wyoming has implemented four (4) projects through DERA that will reduce diesel emissions and yield public health benefits. These projects include:

- The purchase of two hybrid electric diesel powered school buses, put in to use in Southwest Wyoming. This project includes an evaluation of the benefits of hybrid diesel buses in rural and urban settings;
- The replacement of heavy equipment utilized at landfills. This project was possible because economic incentives to local governments were available through DERA at a time when budgets would not allow equipment upgrades;
- The replacement of 15 and retrofit of 153 school buses. By working with the Wyoming Department of Education this project brought 65% of the bus fleet up to 2010 emission standards; and
- The implementation of emission control solutions for non-road construction equipment used by industry servicing the natural gas fields in Sublette County, Wyoming. Using the EPA Diesel Emissions Quantifier tool we estimate that this project resulted in the reduction of 744 tons per year of air pollutants. Through a combination of DERA funds and industry contributions non-regulated emissions reductions were successfully achieved as a result of engine retrofits.

Diesel-fired engines were built to last and that is exactly what they are doing. All of the Wyoming projects implemented under DERA have resulted in the replacement or retrofit of older engines, some dating back to the 1980's. The outcome is a reduction of air contaminant emissions, including precursors to ozone pollution. All of this results in cleaner air and health benefits to the citizens of Wyoming.

The public is exposed to pollutants associated with emissions from many sources. The emissions reductions resulting from implementation of DERA projects plays an

important role in improving the quality of air people breathe. This has clearly been an effective program in Wyoming with voluntary participation and significant contributions by both industry and local governments.

The Wyoming Department of Environmental Quality supports the EPA initiative to conduct a retrospective review of existing regulations to weed out unnecessary and unproductive rules and programs. DERA is not one of those programs. We believe that EPA and the States would benefit from slowing the pace of new rules to allow for a more thorough evaluation of costs and impacts of implementation on the states and industry. There are 99 new or revised rules under consideration by EPA in this year alone. EPA initiatives should strive to strike a balance between environmental protections and economic stability. By providing programs with state flexibility, environmental protections can be maximized while minimizing impacts to industrial growth and state budgets. DERA is a program that meets this criterion.

When EPA publishes its new ozone standard, which is likely to be reduced from the current 75 ppb, many more areas in the West will be considered in non-attainment of the standard. DERA provides needed assistance in reducing one of the key ozone precursors, NO_x. This is an excellent example of a program that leads directly to pollution reduction and provides an important piece of the solution to meeting a new standard.

In conclusion, Wyoming wishes to thank Chairman Carper and this subcommittee for the opportunity to testify today.